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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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attached reports on Soviet-occupied airfields

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Air/Military"SCHONWALDE Airfield - Routine Report" **SECRET CONTROL****U. S. OFFICIALS ONLY**

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1. Aircraft.

Twenty IL10s observed on airfield, but hangar doors closed and others probably inside.

2. Garrison.

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Total garrison of approx. 800-1,000 men of whom one third Army and remainder SAF. ORs aged 20-25 years and officers aged 25-35 years.

3. Shoulderboards.

(a) SAF. Light blue/black with flying insignia.

(b) Army. Black/red (no insignia).

4. Equipment.

(a) AA guns. Five A/A guns located in SW corner of airfield and identified as Bofors type (but not possible to nominate model). Guns covered with tarpaulins and located in square emplacements dug out from surface level.

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SECRET CONTROL6. Activities.

No flying activities. Weather cloudy.

GERMANY (Russian Zone)

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BRANDENBURG/BRIEST Airfield

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2. Aircraft

11 MIG 15s were observed parked by the runway at the western end of the airfield. At the southern edge of the airfield, 1 biplane and 2 single-engined aircraft were observed parked. Type, from distance, not clearly identified, but either LA 9s or LA 11s.

3. Air activity.

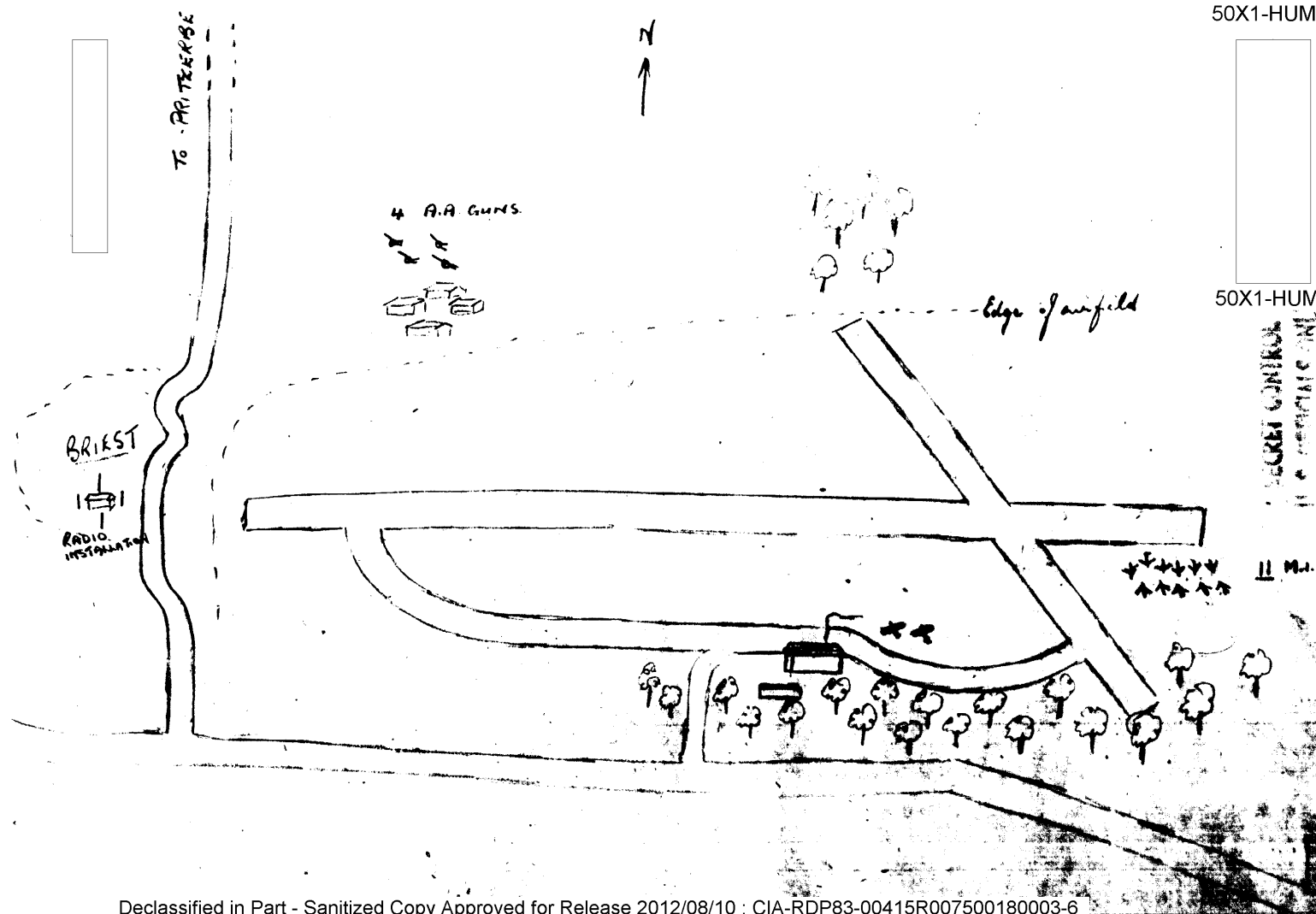
No aircraft activity observed.

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ROUGH SKETCH OF BREIDENBURG - BRIKST AIRFIELD



BRANDENBURG/BRIEST Airfield

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1. Aircraft

25 MIG 15s

3 LA 9s

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Most of the jets were standing in the middle of the airfield, but a few were parked in front of the airfield control building.

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2. Flying

After the thaw flying was carried out from 1000 hours on 3 and 4 Jan. The MIG 15s took off in pairs in echelon to starboard. The runway was used exclusively for both take offs and landings. Formation flying was practised in pairs and fours in heights usually over 1000 metres.

Duration of flights did not exceed 30 minutes.

Single LA 9s also flew at irregular intervals. All flying seemed to be confined to the immediate vicinity of the airfield and stopped at approx. 14.30 hrs.

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b) The vehicle [] carrying SAF personnel was seen to drive from the airfield. This same vehicle has also been seen driving to the PIONIER-KASERNE next to INDUSTRIEHAFEN.

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[] vehicle [] was seen driving from the airfield carrying Soviet Army personnel wearing black shoulder boards (AA unit?).

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c) The AA gun site situated on the W. side of the airfield next to the newly erected huts is still equipped with two 85 m/m AA guns. The muzzles normally point S. There appears to be no other equipment such as predictors etc.

d) The AA gun site constructed to the E. of the airfield next to the BRANDENBURG-RATHENOW railway is still without guns.

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AIRFINOW and MESSINGWERK Airfields.FINOW

1. Aircraft count: 25 Dec 50 - 0930-1100 hrs.

36/38 MIG 15s

6/8 YAK 11s

2 PO 2s

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2.

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Except for the readiness aircraft, all the other MIG 15s had full covers. The readiness aircraft are fully covered after dark.

3. No flying in the period 20-25 Dec 50.

4. Aircraft count: 6 Jan 51 - 1400-1500 hrs. (Visibility excellent.
Accurate count.)

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36 MIG 15s

8 YAK 11s

7 PO 2s

2 Type 26s

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5.

These aircraft had no covers on. Remainder of the MIG 15s had full covers.

6. Flying 25 Dec 50 - 6 Jan 51. No flying, except occasional PO 2.

9.

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10. MESSINGWERK Airfield

25 Dec 50 - 1130 hrs

SECRET CONTROLAircraft - 3 PO 2s**U. S. OFFICIALS ONLY**

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Flying - Circuits, lasting approx 5 mins each, followed by change of crew. If landing was bad, then same crew did another circuit.

6 Jan 51 - No flying and no aircraft parked outside. PO 2s vaguely seen in hangar.

11. Car Repair workshops, ALTWERK-MESSINGWERK

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25 Dec 50 -

Opel-super car.

6 Jan 51 -

Horch car, containing a General and two officers. General had red stripes on trousers and black georgettes (sic) with red piping.

12. Munition Depot (N of MESSINGWERK Airfield)

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Mercedes car
Studebaker

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GERMANY (Russian Zone)

Air

DESSAU Aerodrome

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1. Aircraft Count

On 9 Jan. 51 the following a/c were dispersed on the airfield: -

19 MIG 15

2 LA 9

1 Yak 9

3 P.O.2

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2. Aircraft activity

a) Owing to snow and ice conditions no flying took place during the period.

b) On 6 Jan. 51 approximately 50 OR's were observed clearing the runway of snow but no flying took place.

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c) On 9 Jan. maintenance was carried out on all MIG 15 aircraft and approximately 10 MIG 15's were warmed up and prepared for flying.

3.

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NEUBRANDENBURG Airfield

1. During this period, the airfield was snowed up and all aircraft were in the hangars. No flying took place.
2. On 26 Dec 50, 16 ROLLS ROYCE type jet engine packing cases left the goods yard destined for RUSSIA on a train routed GRA.BOW, crossing the border at STETTIN.

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GERMANY (Russian Zone)AIRRECHLIN/LÄRZ Airfield**SECRET CONTROL**

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1. Aircraft

56 MIG 15s
11 YAK 9s

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Parked on the Southern boundary.

2. Flying

Very little flying took place during the period and no details were noted. On 15 Dec no flying took place at all.

3. Airfield (see attached sketch)

a) The E-W runway, marked I on the sketch, is 3000 m [] long and 60 m [] wide. The section W of the LÄRZ-RETZOW road has an asphalt surface, whereas the section E of this road has a concrete surface.

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b) The short runway, running NNW/SSE and marked II on the sketch, is 1500 m [] long and 60 m [] wide. In this case, the section S of the intersection with the E-W runway has an asphalt surface and the N section has a concrete surface.

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c) The width of the taxi-track from the W end of the long runway to the LÄRZ-RETZOW road is 25 m []. This section was completed during the war. The remaining section running to the E end of the long runway is only 15 m [] wide and was completed 1945/50.

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d) The aircraft stand on a large concrete apron between the taxi-track and the Southern boundary.

e) The fuel point, which is guarded, is positioned on the edge of the woods on the SE boundary.

f)

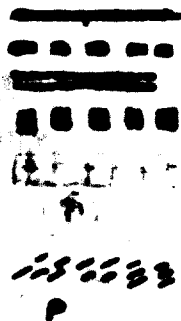
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g) The roads LÄRZ-VIETZEN and LÄRZ-RETZOW have guarded road blocks established at the point where they cross over the canal and traffic from LÄRZ can proceed no further.

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GERMANY (Russian Zone)**SECRET CONTROL**
OFFICIALS ONLYAIRALT/LÖNNEWITZ AIRFIELD7 Dec 50 (1800-2300 hrs)

a) Night flying was carried out as follows:

10 take-offs by individual MIG 15s
 8 " " " pairs of "
 5 " " " individual LA 9s

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In the case of the pairs, the second machine took off about 2-2.5 km behind the first, i.e., the first machine was airborne and just beyond the end of the runway as the second started. The two a/c formed with navigation lights in echelon, starboard in each case, the distance between them being 100 - 150 m

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b) Airfield lighting for take-off from E - W included 3 searchlights positioned beyond and in a line at right angles to the E end of the runway, a single line of small searchlights on masts approx 2 m high, leading up to the E end of the runway and runway lighting on each side graduated in green, white and red colours. The order and lay-out of the coloured lights could not be properly determined, however. (See attached sketch.)

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8 Dec 50 Cloudy, visibility bad.a) Aircraft

24 MIG 15s
 8 LA 9s
 2 DAKOTA type (landed at 0900 hrs)

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b) Flying - Nilc) Airfield

The tower recently erected on the E side of the airfield N of the runway is most likely a watch tower. There is certainly no sign of radar in connection with it. There is a caravan and a well-concealed bunker at the foot.

12 Dec 50 - 0900-1400 hrs - Visibility good.a) Aircraft

28 MIG 15s
 6 LA 9s
 1 DAKOTA type

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b) Flying

SECRET CONTROL

-2-

8 formation take-offs and flying with⁴ MIG 15s.
 12 " " " " " 2 "
 6 individual take-offs by LA 9s.

The DAKOTA type transport departed at 1030 hrs.

c) Airfield

Vehicles on airfield or in town:

[Redacted]
 Jeep [Redacted]

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23 Dec 50 0830-1300 hrs - Bad weather, foggy.

a) Aircraft

30 MIG 15s standing in front of hangars.
 4 LA 9s
 1 PO 2

b) Flying - Nil

28 Dec 50 - Weather bad, foggy.

a) Aircraft - Exact count not possible.b) Flying

7 individual take-offs and circuits by LA 9s.
 3 " " " " " " PO 2.

3 Jan 51 0800-1200 hrs - Good visibility at start, changing to snow.

a) Aircraft - No a/c on the airfield, all hangars closed.b) Flying - Nil

4 Jan 51 - Night flying carried out by MIG 15s. No details observed.

6 Jan 51 - Foggy. No count of a/c possible.

8 individual take-offs made by LA9s.

8 Jan 51

8 MIG 15s were being worked on on the airfield. No day flying but night flying later, probably with these 8 aircraft.

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[Redacted]

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